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CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT

REPORT

CD NO.

25X1

COUNTRY East Germany

SUBJECT Park of Railroad Tank Cars

DATE DISTR. 7 September 1955

NO. OF PAGES 4

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

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DATE OF  
INFO.

SUPPLEMENT TO  
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1956 plan figures for the park of railroad  
tank cars:

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CLASSIFICATION

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION														
ARMY	<input checked="" type="checkbox"/>	AIP																		

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Type of Cars	Average Load Capacity in Tons	Number of Cars	Total Available on 1 January 1956		Deactivated Number of Cars	Tons	Damaged		Tons	In Stage of Being Cleaned		Reserve Pool		At Disposal of Industrial Enterprises		Cars Operating abroad	
			Tons	Percentage			Percentage	Number of Cars		Number of Cars	Tons	Number of Cars	Tons	Number of Cars	Tons	Number of Cars	Tons
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
O	18	2,542	45,756	1	25	450	5 $\frac{1}{2}$	140	2,520	100	1,800	50	900	-	-	400	7,200
I	22	3,955	87,010	2	79	1,738	7 $\frac{1}{2}$	296	6,512	100	2,200	100	2,200	519	11,418	1,091	24,002
II	20	3,670	73,400	2 $\frac{1}{2}$	91	1,820	10	367	7,340	70	1,400	100	2,000	340	6,800	276	5,520
III	18	2,140	38,520	5	107	1,926	11	235	4,230	30	540	75	1,350	80	1,440	25	480
IV	19	434	8,246	3	13	247	9	39	741	-	-	25	475	3	57	8	152
Zko	25	369	9,225	2	7	175	8	29	725	-	-	-	-	8	200	-	-
		13,110	262,157	2.46	322	6,356	8.43	1,106	22,068	300	5,940	350	6,925	950	19,915	1,800	37,354

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Non-Operational Park			Round Trip Time Period Days	Operational Park			Requirements			Newly Manufactured			Grand Total by late 1956
Number of Cars	Tons	Percen- tage		Number of Cars	Number of Cars Loaded Tons Daily		Number of Cars	Number of Cars Loaded Tons Daily		Number of Cars	Number of Cars Loaded Tons Daily		
19	20	21	22	23	24	25	26	27	28	29	30	31	
715		28.1	5.9	1,827		309	1,941		329	114		20	2,631
2,185		55.2	5.6	1,770		316	1,837		328	67		12	3,943
1,244		33.9	7.3	2,426		332	2,460		337	34		5	3,613
552		25.8	7.0	1,588		227	1,834		262	246		35	2,279
88		20.3	8.0	346		43	400		50	54		7	475
44		11.9	4.9	325		66	358		73	33		7	395
4,828		36.82	6.4	8,282		1,293	8,830		1,379	548		86	13,336
													1

Round trip period 1954: 6.5 days  
Round trip period 1955: 6.45 days 2

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SECRET - [REDACTED]  
NOFOR [REDACTED]

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1. [REDACTED] Comment. The tabulation gives a survey of the park of tank cars used for the transportation of black and white products (gasoline and oil and lubricants respectively), the composition of the park of tank cars, tank cars to be deactivated, damaged cars, and cars to be newly manufactured in 1956. In detail, the following can be said with reference to individual columns of the attached tabulation:

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[REDACTED] of type of cars was reported previously. [REDACTED]

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Column 3:

On 22 April 1955, [REDACTED] a grand total of 13,349 tank cars.

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The lower total number of cars assumed to be available on 1 January 1956 is explained by the fact that the number of cars scheduled to be deactivated by that date exceeds the number of 102 tank cars newly manufactured in 1955. [REDACTED]

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Columns 5 to 10:

The number of damaged and deactivated cars (11 percent) remains normal.

Columns 23 and 26:

These figures indicate that stocks of tank cars of all types are inadequate for present needs. This gap will have to be filled by the construction of new cars. (see column 29)

Column 29:

The 1955 railroad tank car construction program envisaged the building of 50 four-axle cars for gasoline (type 0), 22 cars with heating tubes for sulphuric acid (type III), and 30 cars for the transportation of bitumen (type II). [REDACTED]

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Comment. The round trip period of a normal boxcar is 3.41 days.

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SECRET - [REDACTED]

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